

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

AUGUST 8, 2002; JOHN WAYNE AIRPORT



1.0 Call to Order

The meeting was called to order at 10:06am by Mr. Chris Kunze, Long Beach Airport.

2.0 Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0 Public Comments

There were no public comments.

4.0: Routine Items

4.1 Approval of Minutes

The minutes from the June 13, 2002 meeting in Camarillo were approved with no comments. Mr. Ted Gustin, LA County Aviation, approved the minutes and Mr. Ron Kochevar, LAWA, seconded the approval.

4.2 ATAC Membership List and Contact Information

There were no changes to the membership list.

5.0 Project Review

There are no submissions for review.

6.0 Information Items

6.1 John Wayne Airport Update

Mr. Alan Murphy, John Wayne Airport Director presented an update on the airport. In the mid 1980's the County embarked on a master plan EIR process. This was certified in 1985. The EIR anticipated 10.25 MAP per year. The EIR was immediately contested through litigation.

The current EIR has had greater participation from the surrounding communities. The stakeholders were able to come to agreement on a balance between environmental protection and some limited expansion.

John Wayne has had regulated noise from aircraft since 1967. John Wayne does operate under a curfew from 10pm to 7am on every day but Sunday (10pm-8am) for commercial departures. There is also a limitation of 14 gates, terminal size, hold room capacity, etc.

In 1990 the new terminal opened, which was about 12x larger than the old building. There have been 73 noise constrained commercial operations a day from 1990 to today. However, the real number of commercial operations is closer to 125 or 130. The quieter classification of aircraft has allowed for these departures and brings the MAP closer to the legal limit. In 2000 John Wayne handled about 7.8 MAP. The airport has almost recovered from September 11 and the airport will most likely have over 8 MAP in 2002.

The existing Settlement Agreement is set to expire in 2005. The Airport Noise and Capacity Act (ANCA) was passed in 1990 limiting an airport's ability to constrain passengers and operations. John Wayne was grandfathered in prior to the law being passed. The law does allow for grandfathered regulations to be amended. John Wayne and the City of Newport Beach have been meeting for more than a year to decide what to do after 2005 (when the current settlement expires). There has been agreement that the airport capacity will increase to 9.8 MAP and the number of gates will increase to 18. The agreement has been extended to 2015. The curfews have remained essentially the same.

Any changes to the Settlement Agreement would have to occur before January 1, 2006; however, the new agreement is allowing for the changes to come effective in 2003. This is positive for the airlines as well as the traveling public. However, the challenge will be the allocation of the new flight slots, aircraft parking positions, etc. These discussions with the airlines are just beginning. Fortunately, the FAA and the airlines have recognized the extreme capacity limitations at John Wayne.

John Wayne is the 10th busiest general aviation airport in the Nation and is the only airport in the top 10 to have commercial aviation. The airport is also in the top 50 when ranked by passenger enplanements.

Chris Kunze asked what the relationship is between the airlines and ANCA? Alan Murphy responded that the airlines are very protective of ANCA because they

are afraid that if new restrictions are allowed at one airport, other airports will try to follow.

Chris Kunze asked what the process is for new entrants in to the airport? Alan Murphy responded that the airport does have a waiting list of new entrants of about 10 airlines. One of the key questions with the increase in capacity is going to be determining how to allocate slots. If the additional slots are all given to new entrants there will be little incentive for incumbent carriers to go along with the plan.

Chris Kunze asked what the impact area of the 65 CNEL is? Or, are there any other impacts that the entity tries to mitigate? Alan Murphy replied that the airport has less than 100 impacted residents. With the new settlement agreement there will be no new homes impacted.

Ron Kochevar, LAWA, asked if there will be a need for additional parking because of the increase in capacity. Alan Murphy answered that parking capacity now is almost full so there will need to be more parking added in the future.

Joan Golding, John Wayne Airport, said that this is a Program EIR which is why there are very few specifics. As John Wayne goes into the next level of planning there will be more specific environmental documentation regarding new construction for the parking facilities, terminal gates, etc.

6.2 Aviation Task Force Update

Mr. Alan Thompson, SCAG staff, discussed the resurrection of the Aviation Task Force (ATF). Alan said that SCAG management has instructed staff to reinstate the ATF this fall in support of the 2004 RTP.

Mr. Thompson said staff recommends greater representation from all parts of the region, such as an increase in the Inland Empire participation and representation. Many of the members will be the same as during the 2001 RTP. The Task Force will again be chaired by Ms. Judy Mikels, Ventura County.

Staff is expecting the first meeting to be in late September. SCAG President, Hal Bernson (Los Angeles) has already made a number of appointments to the Task Force. President Bernson will be reviewing staff's recommendations for the additional appointments.

The first meeting will be dealing with educating the ATF members who may not have any type of aviation background. The members will be presented with SCAG's guiding aviation principles and an overview of each of the SCAG region airports. The Task Force will be charged with working to pick scenarios by January 2003. The Draft EIR for the RTP is due in August 2003.

The information generated by the Regional Airspace Analysis will be used in the evaluation of scenarios for this round of the RTP. The Airspace Analysis is the first study of its kind to forecast to 2030. Part of the Airspace Analysis is going to be a Steering Committee who will give input to the ATF along with ATAC.

There are a number of issues that will be examined, specifically dealing with the allocation of demand in the Inland Empire. No scenarios will be ruled out until they are thoroughly examined. There are a number of challenges that the Task Force will face. These include determining when airports will be coming online, how to define Fair Share, etc.

Chris Kunze asked staff to have an Aviation Task Force update on the next agenda as an information item. He requested that it be more detailed and have a preview of the scenarios that the Task force may be looking at.

6.3 Market Based Solutions to Relieve Airport Congestion

Mr. Michael Armstrong, SCAG staff, gave a presentation on the opportunities and challenges of implementing congestion pricing at airports. The DOT and the FAA invited comments on using congestion pricing. However, the comments were due just prior to the ATAC meeting. Mr. Armstrong submitted his comments as an individual. However, if ATAC endorsed the comments (or had additional feedback) they could be resubmitted. Mr. Armstrong said that the SCAG region would be a good testing ground for pricing mechanisms because of capacity problems in the regional airport system.

The region's satellite airports are highly encroached and quite congested. If implemented at LAX the question would be where could the passengers go. The fleet mix of an airline is quite rigid and shifts to larger aircraft will take significant amounts of time. In addition, the airport related costs are only 3-4% of a carrier's total costs and landing fees during peak periods would need to be significantly higher to induce changes in airline behavior. Any additional congestion pricing fees would likely be passed on to the consumer.

Another major issue is what would be done with the revenues from the pricing. Should they be used to make ground access improvements at the outlying airports? Or, should they be used to mitigate air pollution, noise and other environmental justice impacts?

Mr. Armstrong said that his personal opinion is that the congestion pricing will not come to fruition anytime soon because of opposition from the FAA, the airlines and small markets that rely upon commuter service.

Mr. Chris Kunze said that the highly regulated environment that airports live under now would have to undergo significant changes to make the pricing mechanisms feasible.

Airlines that serve smaller markets would bear the brunt of these extra fees. Any hikes on prices would give an incentive to passengers to drive to their destinations or to more distant airports with cheaper fares.

6.4 Draft SCAG Aviation Brochure

Mr. Alan Thompson, SCAG staff, gave an introduction on the Regional Aviation Brochure that staff has been working on. The Brochure will be used as a tool to get the Aviation Task Force up to speed with what is happening at the regional airports. This is a draft that is open to comments.

Mr. Thompson reviewed the highlights of the brochure by going through each of the commercial airports in each county. Mr. Thompson again asked for comments on each of the airports.

Mr. Michael Armstrong finished by discussing the recent positive developments in the Inland Empire airports. He mentioned that he and Ryan Hall, SCAG staff, made a trip to March Global Port and San Bernardino International Airport to discuss the current developments at both airports. Information collected from that trip will be used to update the Regional Aviation Brochure.

The Southern California Regional Airport Authority (SCRAA) has been continuing to have membership difficulties. Recently, Riverside County dropped out of the Board, and the Los Angeles County representative has not been attending meetings. Los Angeles Mayor Hahn has not appointed a LA City representative.

Ms. Cecil Carpio, City of Inglewood resident, asked about SCRAA and what kind of power it could have had in being a regional airport authority, why the City of LA has chosen not participate and why Riverside County has dropped out. Mr. Thompson responded that SCRAA is an implementation agency and that part of its original charter was to buy and operate airports. SCRAA was revived about a year ago and was in place to implement SCAG's plan. However, SCRAA had difficulty in defining a role for itself.

In addressing the other two parts of Ms. Carpio's question- SCAG cannot comment on why the two jurisdictions (Riverside County and the City of LA) are not participating.

Mr. Thompson requested that all of the comments from the airports on the brochure be submitted within the next two weeks.

6.5 El Toro Update

Mr. Ryan Hall, SCAG staff, gave an update on the major disposition events that have happened at MCAS El Toro since June 13, 2002. He began by saying that SCAG staff has been presenting these monthly reports to the Transportation and Communications Committee (TCC). At the July meeting the members decided that the El Toro updates should no longer be an Information Item but be moved to the Consent Calendar. At the August meeting the item was pulled from the Consent Calendar because of the public comments. At the meeting staff was directed to not write any more El Toro updates until a major event happened.

Mr. Hall reviewed the major highlights of the past two months.

On July 23, 2002 the Navy and Irvine unveiled a redevelopment plan for MCAS El Toro. 4,000 acres or 85% of the base is to be set aside as a 'Great Park'. This park will be one of the largest in the United States and have acreage for parks, golf courses, schools, a cemetery, etc.

The remaining 738 acres will be auctioned off and developed as housing and retail space. Permits will be granted for 3,400 homes and 2.9 million square feet of retail space. Developers who purchase the land will also be required to fund the development and maintenance of the park. Sections of the park could open as early as 2005.

The Navy will most likely begin selling the land during the middle of next year. There will be a 30 to 60 day bidding process done via the internet. The Navy will not make any sales official until after the City of Irvine has annexed the entire property.

On July 9, 2002 the environmental group Defend the Bay filed a lawsuit against City of Irvine in Orange County Superior Court. The lawsuit claims that the Northern Sphere's Environmental Impact Report (EIR) fails to adequately address the impacts of the 12,000-home project. Some of the areas that Defend the Bay believes that the EIR is inadequate in are: water quality, cultural resources, geology and biological resources.

At the June 25 Orange County Board of Supervisors meeting two events occurred. They approved a limited expansion of John Wayne Airport which was covered in Mr. Alan Murphy's presentation at the beginning of the meeting. Secondly, Supervisor Cynthia Coad withdrew her support for Irvine's annexation of MCAS El Toro.

Ms. Joan Golding, John Wayne Airport, made a correction to the memo included in the agenda packet (pg. 54). The Settlement Agreement raised the cap to 9.8 MAP and the agreement is valid through 2015.

On June 19, supporters of a civilian airport at MCAS El Toro filed a lawsuit in Federal District Court for the District of Columbia challenging the validity of the

federal environmental impact statement (FEIS) for transferring and reusing land at the closed military base. These supporters include the Airport Working Group of Orange County (AWG), the fourteen-city Orange County Regional Airport Authority (OCRAA), and Citizens for Jobs & the Economy (CJ&E). The FEIS formed the basis for the Navy's April 2002 Record of Decision (ROD) stating the Navy's intent to dispose of base land consistent with Measure W. This voter-approved measure changed base zoning from aviation to *mixed-use, non-aviation* (i.e., the "Great Park"). According to the ROD, the mixed, non-aviation land uses analyzed in the FEIS are similar to those Measure W. The lawsuit alleges numerous violations of the National Environmental Policy Act (NEPA).

On June 11, the City of Irvine approved the Northern Sphere Development project, a proposal to build 12,350 homes plus business and research facilities on 7,700 acres north of the city bordering the closed El Toro Marine base. The city plans to annex the land, now used for farming, and within the protected airport buffer area (federally-mandated safety zone) around the base. Of the total 7,700 acres the Irvine Company owns, 3,600 acres will be developed while 4,100 acres will be protected open space consisting of parks and agricultural preserves. Construction of the first 400 homes could begin within the next 18 months. The project could house as many as 35,000 residents – about a fourth of the city's current population. About 17,660 office jobs would replace about 1,700 lost agricultural jobs. Estimates indicate that the Northern Sphere development, as currently proposed, would generate more car trips than a commercial airport would have generated.

6.6 San Diego Air Transportation Action Program (ATAP)

Mr. Michael Armstrong, SCAG staff, discussed the current happenings with San Diego's site selection process for a new or expanded airport.

Over the past forty years SANDAG or the Port of San Diego have conducted about a dozen site selection studies. The current study started off with more than 100 new site alternatives and has narrowed it down to 18 currently. Some of the alternatives seem infeasible since they are located in wildlife preserves, in the ocean, or in the middle of urbanized areas. Most of the sites in the 18 remaining have been examined in previous studies and were deemed unworkable. Over time many of the sites have become less feasible because of encroachment.

The implicit assumption at this point is that Miramar will be the chosen alternative. However, with wealthy communities close to the base it could turn into another El Toro.

Another option is the small town of Ramona in north San Diego County. Residents in the town are already gearing up for a fight if plans for an airport proceed there.

Mr. Armstrong concluded by saying that it is very important that SCAG continue to follow San Diego's airport site selection process. San Diego County sends about 1/3 of all passengers through SCAG airports and almost 1/2 to 2/3 of its cargo.

7.0 Action Items

There were no action items.

8.0 Legislative Report

8.1 Significant Aviation related Legislation before the California Legislature

Alan Thompson, SCAG staff, gave an update on AB 2776, the Airport Noise Disclosure Notice. It is legislation that tries to reduce the number of frivolous law suits regarding locations of airports and their noise. It is a method to reduce lawsuits for new residents in an airport adjacent area.

AB 2333 was just amended recently. The legislation now includes all six counties in the SCAG region and can hamper the planning process. SCAG cannot force a carrier to serve an airport. How to define fair share is also a big issue. SCAG will be defining it using numerous factors such as demand, environmental justice, etc.

Mr. Chris Kunze asked if SCAG has taken an official position. Mr. Thompson said that SCAG initially sought amendments and is now officially a position of support.

Mr. Chris Kunze asked if anyone has any information on HR 2107? The legislation takes away local planning authority for runways and gives it to the federal government. Staff will do research on the bill and its accompanying S 633 Bill for the next ATAC meeting.

8.2 Significant Aviation related legislation before the United States Legislature

No report at this meeting.

9.0 Miscellaneous Items

9.1 Press Clippings

There were no comments on the press clippings included in the agenda packet.

10.0 Public Comment Period

There were no public comments.

11.0 Set Next Meeting Location and Topics for Discussion

The next meeting is Thursday September 12 at Fullerton Airport from 10am-12Noon.

At the next meeting there will be elections for a new ATAC Chair.

Staff was also directed to do a more detailed report on scenarios that will be looked at by the Aviation Task Force for the 2004 RTP.

Ryan Hall mentioned that Southwest Airlines is confirmed for a presentation at the September meeting.

12.0 Adjournment

Chris Kunze adjourned the meeting at 11:45am.